

UNION OF THE DEMOCRACY.

In all quarters the indications are favorable for a thorough union of the great Democratic Party of the Nation in the next Presidential contest, upon the broad principles of the Cincinnati Platform. Minor differences are being allowed quietly to subside and the masses are looking forward with hope and exultation to another victory, a brilliant and final triumph, a complete and disastrous overthrow of all the various elements of opposition in the great political battle of 1860. The spirit of the Democratic press North and South is sufficient indication that the nominee of the Charleston convention will receive the united support of the Democracy of all sections, and in that event the opposition are without hope. It is only by fostering false issues upon the Democracy, by creating discord in the Democratic ranks that they hope to succeed; and to this end they labor with the most untiring zeal.

Knowing these things it is well for Democrats not only in the State and Nation but in the counties and towns to be watchful and vigilant and ever on the lookout for the tricks and treachery of an unscrupulous, uncompromising political foe, a foe alike to our common country and to the State of Michigan which they have plundered to its last dollar and cursed with legislation so inhospitable and disgraceful that even the most sensible in their own ranks dare not and would not countenance it.

In this connection we call attention to the following sound article from the *Pennsylvan Advertiser*:

The Present—The Future.

In these peaceful, political times, when all parties are waiting for "something to turn up," it is not a little amusing to observe the shifts to which the Republicans are compelled to resort for the manufacture of a little thunder. Therefore it is, to believe Republican prints, that the slave trade is in fact revived, and a determination expressed, so they say, on the part of Democracy, to make the revival of that trade the main plank of their platform at the next Convention. Therefore it is that we find Republicans and even John Minor Botts, the arch priest of Know-Nothingism, the man who slept with Tyler, sympathizing hugely with the naturalized citizens, the Massachusetts amendment being altogether ignored. Therefore it is that you find these same Republicans, who a few years ago denounced Douglass, as the Arch-apostate, the modern Judas Iscariot, sympathizing with him, and almost pleading themselves to his support.

But all the gammon will not go down. The Republicans are now what they ever have been, the combination of the elements of opposition to true Democracy, the ineal descendants of the Federalists, and the old Whigs, who, as now, as they ever were willing, "to reign in hell than serve in Heaven." With them there can be no compromise, no understanding, with us they can have no sympathies; driven, step by step, from every position they have ever taken as an opposition, unless they can make the masses believe in the "irrepressible struggle" between the free North and the Slave Power, all hope is gone from them, and despair is the only word to be inscribed upon their banners. A temporary power in the Northern States they have attained, caused by treachery of some and the folly of others there, which power is nursed and kept in a doubtful existence by the impracticable nonsense of a few Southern fire eaters. This power based upon the delusion of the people, in regard to a topic, in which all have a deep interest cannot long withstand the assaults of a party, which from the commencement of their existence, have adhered to and defended every valuable right guaranteed in the Constitution, and which has wrought out the material greatness, and high position of the country as a Nation, as the inevitable result of high principles, rightly applied. Years may yet elapse before some of the Northern States are redeemed, but in looking over the field in the future, we can see nothing but the indication of success, and a certain eventual triumph of Democratic principles in the National and State Councils. It is by unanimity and labor only that this can be attained by the Democracy; to this end may we unite and toil. Personal ambition has nothing to do with this great end, and the sooner all personal claims, so called, are ignored in our towns, counties, States and in the Nation, the sooner will the work of redemption of the North from the political grasp of the Republicans take place. In peace let us prepare for war, the contest in 1860 will be the most interesting and eventful in our political history.

THE PONTIAC JACKSONIAN.—This staunch Democratic sheet which did efficient service during the last campaign in aiding to bring "Old Oakland" back to the true faith, has recently been greatly enlarged and improved and is once more under the editorial management of A.C. Baldwin, Esq., a writer of energy and ability, who will not fail to make it one of the most wide-awake organs in the State.

Mrs. Everett, wife of the Hon. Edward Everett, died in Boston, on Saturday the 5th ult. after a long illness. Mrs. Everett was the daughter of the late Peter C. Brooks of Boston, the richest man in New England. Two sisters survive her—the wives of the Rev. Dr. Frothingham, now in Europe, and of Chas. Francis Adams, the son of John Quincy Adams, and Representative to Congress from Massachusetts.

Few there are who will not rejoice at the prosperity of Pontiac; it has representatives everywhere, almost; sound people, too, and still at home the number of its inhabitants is increasing. It is by all odds the largest and most prosperous "village" in the State and we congratulate our friend of the *Jacksonian* upon such being the fact.

LABOR OF LOVE.

Most of the Black Republican presses are just now busily engaged in the laudable business of constructing a platform for the Democratic party. They insist upon having several new planks inserted in the Cincinnati platform, and will not be comforted unless it is done; the re-opening of the slave trade and a slave code for the territories that are most strenuous about and have made such a din about getting these incorporated that they really think they have the whole thing arranged.—We would suggest to these very generous quill-drivers that the Democratic party has done business on its own account and with most excellent success for a great many years, will probably continue to do so for a great many years to come, and that perhaps they had better leave to the Democracy the construction of their own platform, and devote more of their attention to the sickly concern which is to hold up the Republican party in the next contest; for between the "irrepressible struggle" and the "Gogginities" and the "South Americans" and the "American Republicans" and the "German Republicans" and the "Abolitionists" and the numerous other discordant factions of which their "happy family" is composed, there seems to be a "smart chance" for difference of opinion, to say the least, as to what sort of a raft of issues they will knock together to answer as a platform for the grand conglomerate party of 1860, yeelp "the opposition."

PRE-EMPTION.

The Pre-emption law (U. S.) was intended to benefit the poor but industrious man, by giving him one year's time in which to pay for his land, at the same time he could build a house and cultivate sufficient of the land to support himself and family. Speculators and land sharks have taken advantage of the liberality of the government and have filed notices of Pre-emption, such as are required by law, without complying with a single other of its requirements, such as building, improving, or residing on the same, thus virtually keeping out of market, for the time being, thousands of acres of the choicest lands in the State. We understand that in this district men have pre-empted lands, who have never seen the same, others have slept on the land over night, cut a brush heap and call it a settlement and cultivation. We give below a copy of the declaration or notice of pre-emption that each one has to sign, before the land is marked for pre-emption. When it is generally understood what the law requires, and that unless the letter of the law is complied with, there is no pre-emption and that the land can be purchased at any time subject to the pre-emption—many thousands of acres will be purchased and taken away from these fraudulent pre-emptors.

I, of County, State of Michigan, being a citizen of the United States,—head of a family, and over twenty years of age, have, since the first day of June, A.D. 18—, to wit: on the day of A.D. 18—, settled and improved the quarter of section No. — in township No. — North of Range No. —, in the district of lands subject to sale at the land office at East Saginaw, Michigan, and containing Acres, which land was subject to private entry at the passage of the act of 4th September, 1841, and I do hereby declare my intention to claim the said tract of land as a pre-emption right under the provisions of said act of 4th September, 1841. Given under my hand this day of A.D. 18—, In presence of

OUR VILLAGE.

We have never known more business activity in Pontiac, than is manifested this season. Most of our business men are arising from a Rip Van Winkle sleep, and giving attention to improving their streets, places of business and residences. H. E. Allison is erecting a fine open front, three story brick store, for his jewelry establishment, which will be a credit to him and an ornament to the village. H. C. Thurber is preparing to put a new front in his hardware store, and make it three stories high. A. Parker is also about to erect a new three story brick store in the place and upon the site of the one he now occupies. These are all in the business part of the village, and will make a marked improvement in the appearance of Saginaw street. We can now boast of some as fine stores as any village in the State. Those of McConnell & Bacon, and Steward & Baines, are the pride of the village. The latter, as a drug store is not equalled in the city of Detroit, and we would advise all of our country friends, visiting Pontiac to look at it, and through it to see how nicely and appropriately everything is arranged.

Many others of our enterprising merchants have repaired, and beautified their places of business,—making them more inviting and cheerful. We refer to the Dry Goods store of I. Baxterfield, and the Grocery Store of J. Carhart.

Hereafter we intend to give full details of what the Pontiacers are doing. So far the spirit of progress has been contagious and it is a dispenser that no medicine ought to allay. Our inhabitants are making this a live village. We have good churches, good schools, good buildings, and first-rate business men, and every one should strive to make all things better.—Pontiac Jacksonian.

The weather is comfortably cool.—Port Huron Courier.

THE PEACE.

The first two complaints were Austrian oppression and Papal misgovernment.—Yet Austria, twice beaten, and threatened everywhere, remains mistress of Venice, and the Pope is honorary President, not of the Papal States alone, but of all Italy. It is not possible to find even the germ of these conclusions in the beginning or the progress of the war.—France desired to leave Rome, if Austria would withdraw from the legations.

The Sardinian manifesto, and many similar documents from Paris and Turin, were directed to the expulsion of Austria beyond the Alps. France has spent £50,000,000, and fifty thousand men only to give Milan a Piedmontese instead of an Austrian master, and to establish the Pope in a temporal dignity even beyond his imagining, and capable of any extension.

Is all this real? The Emperor's game must be a very long one. With the best intentions, constitutional States cannot afford to be so philanthropic. As for Savoy it is beneath notice. The Emperor would not even mention it. For so mere a trifle it's not worth his while to bring suspicion on so glorious an achievement as the liberation and organization of all Italy in one Federal Union.

From the Detroit Tribune.

Railroad Connection with the Saginaw Valley.

To C. J. BRYDGES, Esq., The enterprise, sagacity, and ability you have hitherto exhibited in the completion, and extrication from all its embarrassments, of the Great Western and Detroit and Milwaukee Railways, and the incalculable benefits you have thereby conferred on Northern Michigan and Detroit, by opening up this most important thoroughfare, through what was, but a year since almost a wilderness and what year will be a beautiful garden, justifies me in the hope that your aid, may be successfully obtained, for the completion of a link of only fourteen miles to complete the chain of railways from Detroit to the rich and fertile Valley of the Saginaw, and so on to Lake Michigan.

While it is a subject of just humiliation to us Yankees, in Michigan, that we have to ask the interposition of foreign talent and enterprise, and capital, to do what should readily and easily be accomplished, by the wealth and energy of Detroit, yet on the other hand, it should be to you, and your colleagues a matter of just pride and joy, that your sagacity and ability and means, can be so successfully employed in gleaming the rich and fertile fields of the American States in the West, and that the very cream of the trade of the Western States is gathered up by English hands, and thus adds yearly to the never ending accumulation, of the vast pile of wealth, that enables England, to maintain her power and supremacy, both as the mistress of the land and sea.—Having done so much for Michigan in your management of the Detroit and Milwaukee Railway, and having thus made it a mere link in the chain of the Great Western, and the Grand Trunk, to both of which it is a most important feeder, may we not secure your active cooperation, in the instant completion, of a road from Fentonville to Flint, a distance of fifteen miles only, which would turn the whole trade of the very richest part of Michigan directly over the Detroit and Milwaukee, downwards to Detroit and Cincinnati, thus making an outlet for lumber, fish, furs, and all the varied products of that beautiful valley, whose banks are indeed fat with corn, and whose hills are covered with a thousand flocks. True it is, Sir, that the capital, the talent and the foresight of Detroit ought to see and appreciate, at a single glance, this rich field of trade here within their grasp, and to raise the trifling sum of \$200,000, which will build, equip and complete this small road in the short space of four months. But Detroit unfortunately sleeps a deeper sleep than that of old Rip Van Winkle; its enterprise and energies are paralyzed and paralyzed, its rich men are petrified fossils, whose only ideas of the aggregation of wealth are its accumulation from the labor of others, by the forced and beautiful stateries of the Mammoth Cave, by the mere drippings of the waters from above, without effort or action on their part. Detroit has for twenty years suffered this vast trade of the northern part of this State to flow into distant channels, seeking their outlets at Chicago, and Buffalo and New York, while they have given all their energies and assistance to complete other roads, that so far as any benefit to Detroit is concerned, might as well be under ground as above. No man so well as you, Mr. Brydges, can wake up the business men of Detroit to what they need for their own interest, and what they will lose unless this work is done, and that, too, at once. And your assistance is asked to promote the trade of the Detroit and Milwaukee Railway by turning over it the vast lumber and commercial trade of Saginaw, and thus increase the local trade of Detroit and your own

large number of passengers who now visit Saginaw, pass over this route and the Great Western, or cross from Buffalo via Goderich to Saginaw? You, Mr. Brydges, can readily answer this question. You have only to take hold of the matter, arouse the attention of the business men at Detroit and Cincinnati, and the work will be done. In six months by this means you can turn the entire trade of this beautiful valley over your own roads, and add immensely to that debt of gratitude now due to you from the citizens of Michigan.

CLINTON, THE ITALIAN CONFEDERATION.—The new Confederation, which the sword of Napoleon has carved out, and reconstructed into an Empire will consist of

Sardinia Continental,	4,368,136
The Island,	547,648
Milanese Lombardy,	2,725,740
Parma Duchy,	7,841,824
Modena Duchy,	536,450
Tuscany, Grand Duchy,	1,778,022
Austrian Venice,	2,380,732
Popelund,	2,898,115
Naples,	6,612,892
Sicily,	2,291,586
	8,901,472

These are besides, Monaco, a little principality of 6,800 inhabitants; San Marino, a republic of 7,600 people; Corsica, belonging to France, of 236,251 inhabitants; and Malta, which is garrisoned by English troops, and has 123,270 inhabitants.

The Toronto Leader states that the Grand Trunk road will be completed from St. Mary's to Port Huron, and from thence to Detroit, and ready for travel by the first of September. Also that the Victoria a bridge, over the St. Lawrence, will be finished as soon as the first of November. This completion of the road is set down at an earlier date than we had supposed possible. And although we are in hopes that the sunrise of the Leader are correct, still, from the amount of work yet unperformed, we are led to believe that the announcement is premature. The road is now in running order from Detroit to Mt. Clemens.—Port Huron Commercial.

The Navy Department is now fitting out four steamers for the Coast of Africa, whose special duty it will be to aid in stopping the slave traffic. Two of these will be of so light a draught that they can enter the rivers, and go to any of the places where the slaves can go. The Department is also fitting out four more steamers to be stationed on the Cuban coast for the same object of detecting slavers and suppressing the traffic. The officers and crews of these steamers are already selected.

But the vast trade in Lumber, is the great source of wealth and business to Saginaw, as a few figures will show.

The following is a list of the several Saw Mills in the several localities, the amount of Lumber produced each year, and its cash value at the point of manufacture, viz:

Place.	Product.	Value.
Bay City—14 mills	44,320,000	\$365,000 00
Port Huron—5 mills	9,500,000	71,000 00
Zilwaukee—2 mills	5,000,000	45,000 00
Carleton—1 mill	4,000,000	36,000 00
East Saginaw—8 mills	21,500,000	169,000 00
Saginaw City—3 mills	13,000,000	81,000 00

All the above are on the Saginaw river, alone, while at St. Charles, on the Bad river, on the Shawansee, Tittabawassee, the Cass, and Barab's river, are 10 Mills, making 16,000,000 feet, worth \$105,000, 00; thus presenting this grand total of the product of one single county, (Saginaw) for 1858, of 309,300,000 feet; \$827,000 value. There are employed in these mills about twelve hundred men.—These statistics are confined to Saginaw alone, and do not include the trade of Midland, Tuscola, Genesee, or Shiawassee, which flows to Saginaw, and would largely enhance the amount and value.

In addition to this, the exports of Lath from Saginaw county, manufactured there for 1858, amounted in value to \$20,000; and Shingles to \$30,000; Staves to \$75,000; thus making the exports in Lumber alone, for one single year, from Saginaw County, \$927,000.

Now for the commercial arrivals at Saginaw for the years 1857 and 1858.—We find that they were as follows:

1857—Imports	710
Exports	128—making 838
1858—Imports	620
Exports	92—making 719

While the imports and exports for the same years as taken from the Custom House, were as follows:

1857—Imports	\$4,076,030
Exports	1,589,030
1858—Imports	\$1,436,070
Exports	1,441,500

Thus showing in the aggregate the product and the trade of the single county of Saginaw for 1858 to be \$1,272,000. Now add to this the products of Midland, Northern Genesee, and Shiawassee, all of which find an outlet at Saginaw, and this trade, at that single point alone, will amount to \$2,000,000 last year, and it is constantly increasing in value.

Now, then, it is not too much to say that a large portion of this business can, and would be, turned downwards, at least in winter, over the railway to Detroit and Cincinnati. In addition to these facts, the population of Saginaw, Midland and Tuscola may be safely stated at 20,000, and it is fast increasing.

Should the efforts now making at East Saginaw, to bore for salt, prove successful, as there is every probability they will do, the increase of business and population at that point will be sudden and constant. Indeed, it is not too much to say that from the vast agricultural, lumbering and other resources of that region, that Saginaw is destined to become one of the most important points in this State. Shall this business flow down to Detroit and to Cincinnati over the Detroit and Milwaukee R.R.—ay? S

HEAR YE: HEAR YE: HEAR YE. DAILY ARRIVALS OF THE ONE PRICE CASH STORE. THE LARGEST AND BEST SELECTED STOCK OF STAPLE AND FANCY DRY GOODS. Ribbons and Trimings, BOOTS & SHOES, Hats & Caps, CROCKERY, GLASS-WARE, Groceries, &c., &c.

And at prices that defy competition. Can be found at the store of

COPELAND & BARTOW,

WATER STREET. EAST SAGINAW.

All goods sold by us are warranted to be

AS REPRESENTED.

Thankful to our friends and the public for their very generous support, we shall endeavor to merit a continuance of their favors, by offering them goods—Cheaper than the Cheapest—can offer goods of the same quantity.

C. & B.

FRUITS! FRUITS!! AND CONFECTIONARIES.

THE SUBSCRIBER HAVING RECENTLY made arrangements for a constant supply of FRUITS consisting in part of Apples, Peaches, Pears, Plums, Apricots and Quinces, together with Foreign Fruits, Confectionaries, &c. Will be on hand to supply all who may favor him with a call, at the City Fruit & Confectionary Store.

On the most reasonable terms. All orders promptly attended to.

DANIEL F. FOX

EAST SAGINAW

Boot and Shoe Store,

AND GENERAL DEPOT

FOR

Linings, Findings, &c., &c.

One Door West of the Post Office,

Genesee Street, East Saginaw.

VISENON & NEIDERSTAAT,

At the above named stand have opened an establishment for the manufacture of Boots, Shoes, and every description of Leather and Findings.

Thick Cowhide Stegus, Brogue, Kip Boots, Golf Boots, Gaiters, Slips, and every thing necessary for gentlemen's wear, also every description of Ladies' and Children's Shoes.

Of our own or Eastern manufacture:

Gaiters, Walking Shoes, Ties, Slips, Bunkins.

All warranted to be of the best stock and manufacture. Mosses and Children's Shoes.

At a share of patronage of this city and surrounding country is solicited.

East Saginaw, Aug. 11, 1859. V. & N.

THE NEW ROUTE.

SAGINAW TO BUFFALO, NEW YORK, AND ALL EASTERN CITIES, MONTREAL, TORONTO, BOSTON, SAGINAW, ALEXANDRIA, LONDON VIA GODERICH.

Change in Time of Sailing.

On and after Wednesday, the 10th inst, the

Staunch Side Wheel Steamer

KALOLOAH,

Capt. J. C. MCGREGOR,

Will leave Saginaw every Monday and Thursday at 2 o'clock P.M. and connect with the following morning (respectively) with the trains of the

Buffalo and Lake Huron Railway Co.

Leaving Goderich at 9:30 A.M. connecting at Paris with trains for Toronto, Montreal, Hamilton and London, and at Buffalo, with New York Central and Erie trains at all points East.

Through Ticket issued on board at all points East.

BAGGAGE CHECKED THROUGH.

As a Freight Route this exceeds all others and the rates are lower than the present Railroad Convention.

The establishment of this communication is of importance to the Travelling Public. Saginaw and Buffalo are now only 20 hours travel from each other, without the inconvenience passengers are subjected to on other Routes.

The New Route is a most pleasant one—Goderich is noted as a very desirable place for persons in search of health—it is beautifully situated on the State of Michigan, and immediately adjoining the Harbor on Lake Huron. On board the Kaloloah a comfortable night's rest may be obtained while crossing the Lake and passengers will be ready for business immediately on reaching their destination. Every arrangement has been made to prevent inconvenience while passing between the Cars and the Boat.

BAGGAGE CHECKED THROUGH.

Tickets by this direct route can be obtained in Buffalo at the Erie Street Depot, and at all the principal ticket offices throughout the Eastern States.

Passengers failing to obtain Through Tickets at the commencement of their journey, will obtain tickets on arrival in Buffalo.

Be sure to ask for Tickets VIA GODERICH, and not be prevailed upon to take by any other route.

For rates of Freight and Passage apply to J. C. MCGREGOR, Agent, Saginaw.

VAN EYK & RUMBALL,

Barber Quay, Goderich, C. W.

SAGINAW RIVER AGENTS.

C. MUNGER & CO., Bay City.

CURTIS, BLISS & CO., East Saginaw.

D. H. JEROME & CO., Saginaw City.

JOHN S. BAGO, U.S. Marshal.

LOCKWOOD & CLARKE, Complainant's Solicitors.

SYRINGER—Of all kinds and sizes, Rubber, Metal, Glass, at

H. B. & CO

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